



Proposed South Mountain Freeway (Loop 202) Study Update

Lakewood Homeowners Association Meeting

June 25, 2008



Agenda



- Agency roles
- Study history
- Purpose and need
- Alternatives development and screening
- Related issues
- Questions and Comments



Introductions



- Timothy Tait ADOT Communication and Community Partnerships
- Mike Bruder ADOT Valley Project Management
- Nan Wilcox ADOT Right-of-Way Group
- Mark Hollowell ADOT Environmental Planning Group
- Bill Vachon Federal Highway Administration (FHWA)
- Ben Spargo HDR Engineering, Inc.
- Amy Edwards HDR Engineering, Inc.

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FHWA's Role



- Serve as lead federal agency
- Participate in study process
- Provide Environmental Impact Statement (EIS) review and approval
- Provide funding
- Ensure that the National Environmental Policy Act (NEPA) process is followed

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Maricopa Association of Governments' (MAG) Role



- Develop Regional Transportation Plan (RTP) and conduct regional transportation planning in collaboration with ADOT and local jurisdictions
- Set priorities for scheduling and funding of projects
- Approve accelerations and major cost changes to RTP
- Approve air quality conformity on all regional transportation projects

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Public's Role



- Ask questions
- Provide feedback
- Tell us
 - What is important to you?
 - What are your concerns?

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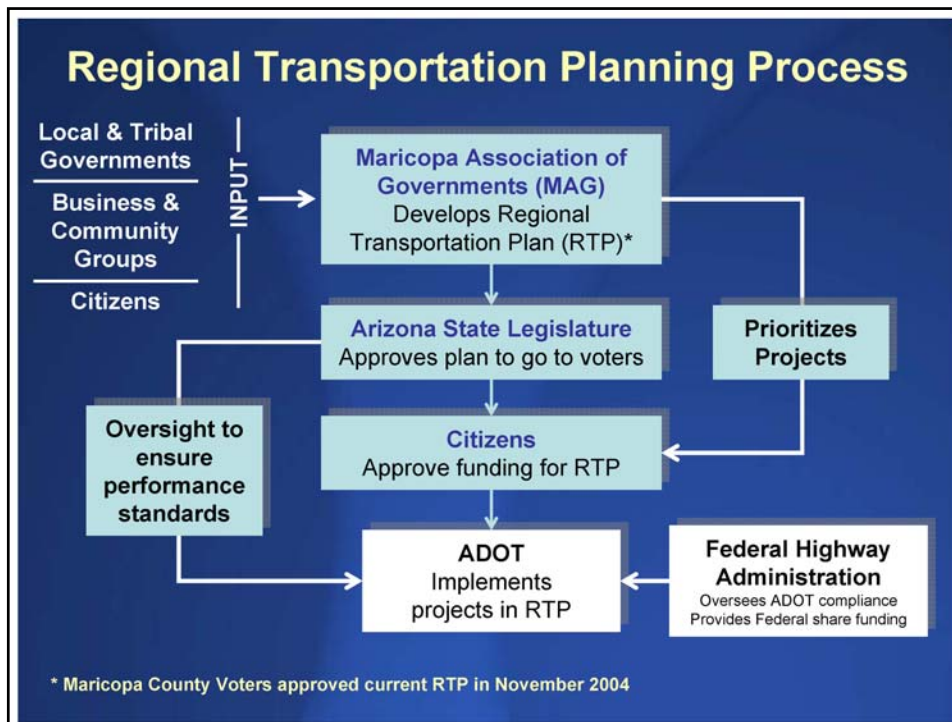



ADOT's Role




- Implement the freeway element of the RTP
- Conduct studies to identify/evaluate freeway alternatives
- Coordinate EIS
- Acquire rights-of-way (R/W)
- Design and construct freeways
- Maintain freeways

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What is NEPA?



National Environmental Policy Act of 1969

- Enacted October 1969
- Signed into law January 1, 1970
- FHWA Primary References
 - CEQ regulations 40 C.F.R. § § 1500–1508
 - FHWA regulations 23 C.F.R. § 771
 - FHWA guidance T 6640.8A



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What is NEPA?

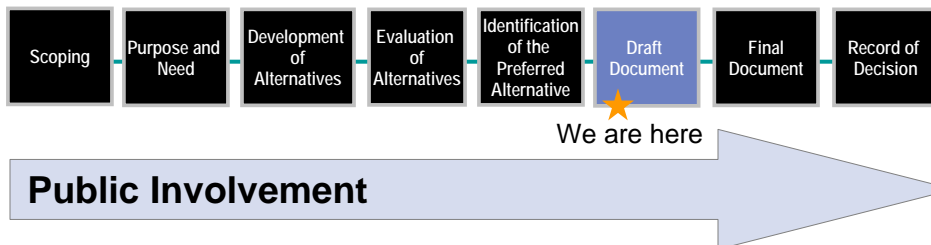


- Establishes a national environmental policy intentionally focused on federal activities
- Directs federal agencies to conduct environmental reviews for proposal actions
- Considers potential impacts that the action will have on the social, economic, and physical environment
- Includes interagency cooperation and public participation as fundamental objectives
- Documents potential project impacts and mitigation measures

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The EIS Process



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Affected Environment and Environmental Consequences



- Land Use
- Social Conditions
- Title VI and Environmental Justice
- Displacements and Relocations
- Economic Impacts
- Air Quality (includes MSATs)
- Noise
- Water Resources
- Floodplains
- Waters of the United States
- Topography, Geology, and Soils
- Biological Resources
- Cultural Resources
- Prime and Unique Farmlands
- Hazardous Materials
- Visual Resources
- Energy
- Temporary Construction Impacts
- Irreversible and Irrecoverable Commitment of Resources
- Relationship Between Short-Term Uses of the Environment and Long-Term Productivity
- Secondary and Cumulative Impacts
- Section 4(f) Evaluation
 - Recreation facilities-parks
 - Historic sites
 - Cultural properties

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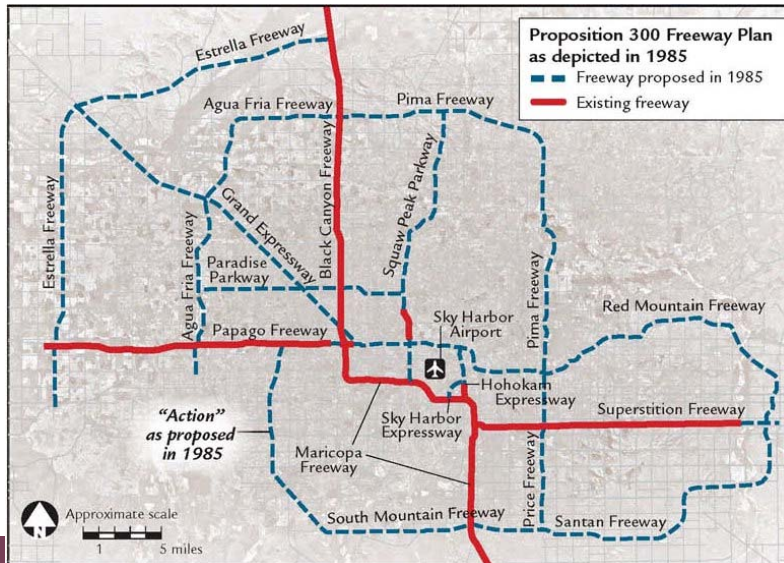


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What is the history of this proposed freeway?



History Continued



- 1985-1988 documentation developed
 - State-level Environmental Assessment
 - Design Concept Report
 - Identified alignment
- Began acquiring right-of-way
- Funding shortfall for the regional transportation plan moved this study to a "construction unfunded" status



1986 Reconnaissance Report



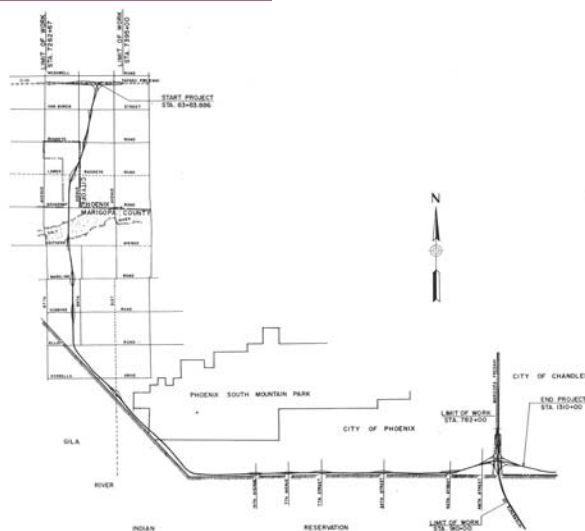
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History Continued



- Alignment identified in 1988 study



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History Continued



- 2001 ADOT initiates new study
 - Environmental Impact Statement
 - Location/Design Concept Report
- Study decision-making process revised
- Purpose and need reevaluated
- New study area defined
- New alternatives considered

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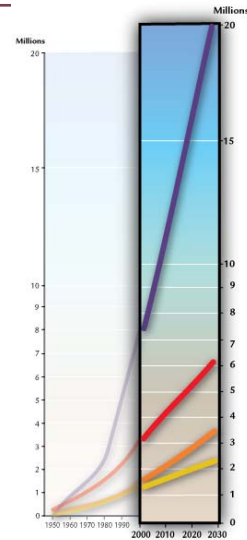
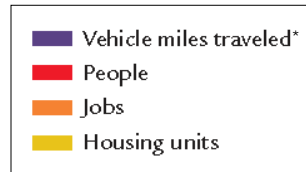
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Purpose and Need



• Valley growth rates



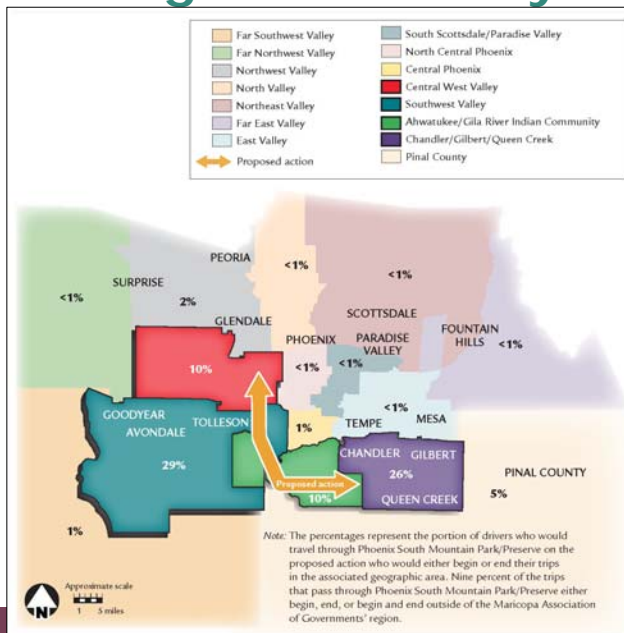
* Vehicle miles traveled reduced to one-tenth of their actual values to facilitate comparison of growth rates

Sources: 1950-2000 U.S. Census; Maricopa Association of Governments, 2003

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Regional Mobility





Purpose and Need



South Mountain Freeway would allow the regional transportation system to function most effectively in 2030

- Improved travel times
- Less freeway and arterial street congestion

Travel time savings with South Mountain Freeway

- Regionally: \$400 million per year

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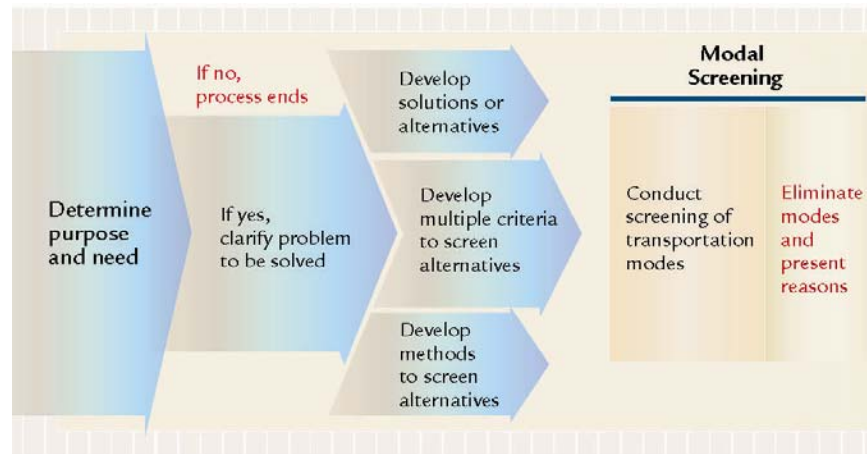


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Alternatives Development



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Multimodal Options

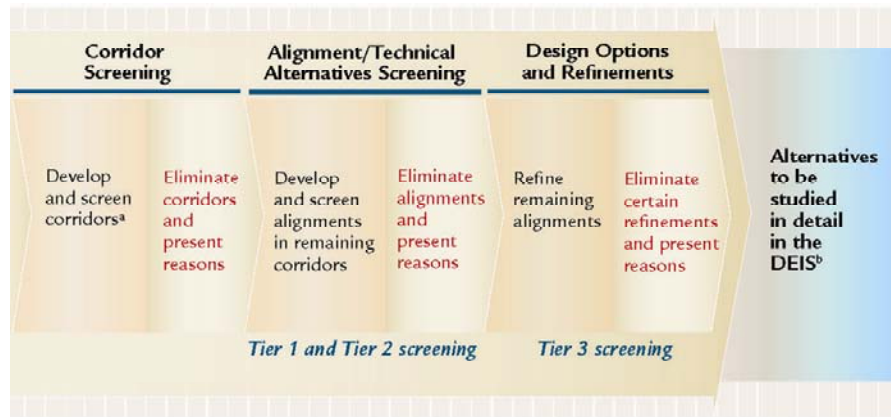


- Transportation system management/ transportation demand management
- Transit
- Expand existing road network
- Modify planned land uses
- New roadway
 - Type
 - Location

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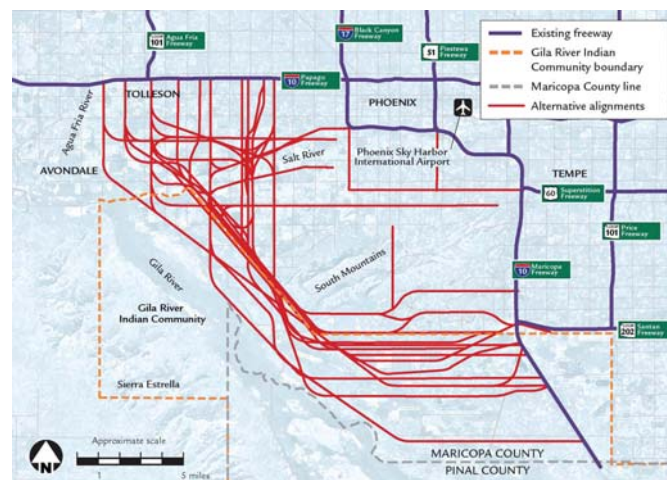
Alternatives Development



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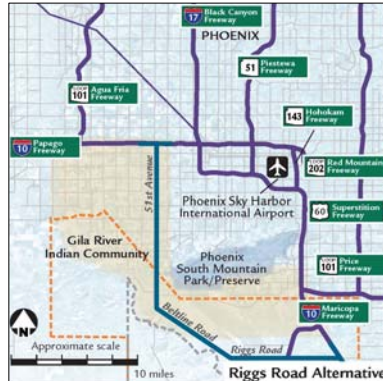
Alternatives Development



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Other Alternatives



Reasons for elimination:

- Nearly two-thirds of the alternative would be on Gila River Indian Community land
- The alternative would not meet the study purpose and need criteria

Reasons for elimination:

- Alternative would not meet a purpose criterion for the study—to support regional traffic mobility

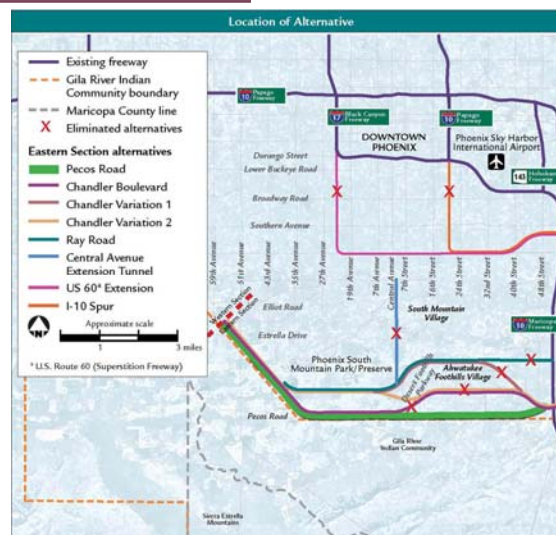
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Alternatives Development



- Alignments were suggested north of South Mountain and in Ahwatukee Foothills
- One of these is carried forward for detailed study



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What is still being considered?



- Action Alternative
 - W55 Alternative—connection with I-10 at 55th Avenue in West Valley
 - E1 Alternative—alignment on Pecos Road
- No-Action Alternative

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Profile options through the South Mountains



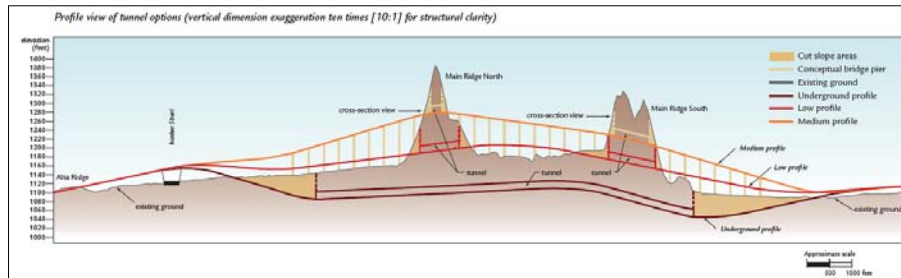
The study team considered several design options for constructing the proposed freeway through the South Mountains, including:

- Tunnel options
- Bridge options
- Cut options

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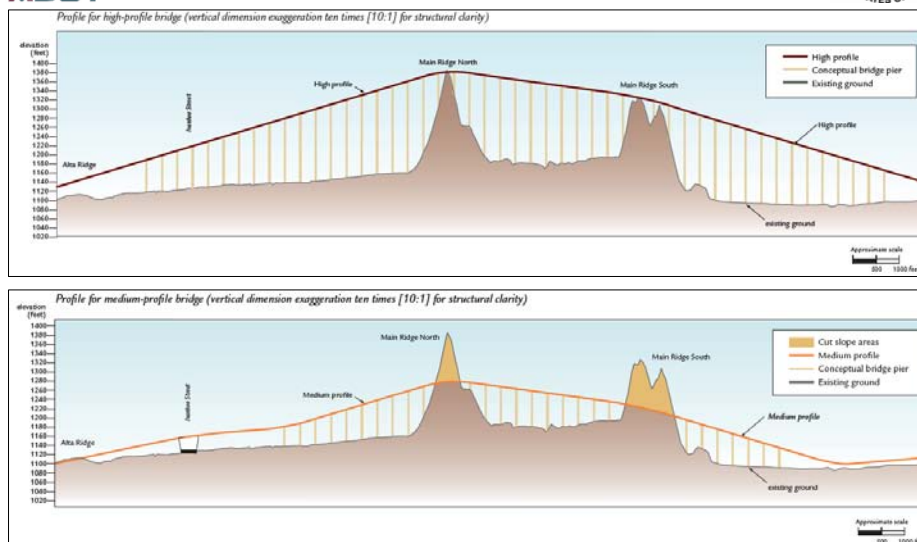
Tunnel Options



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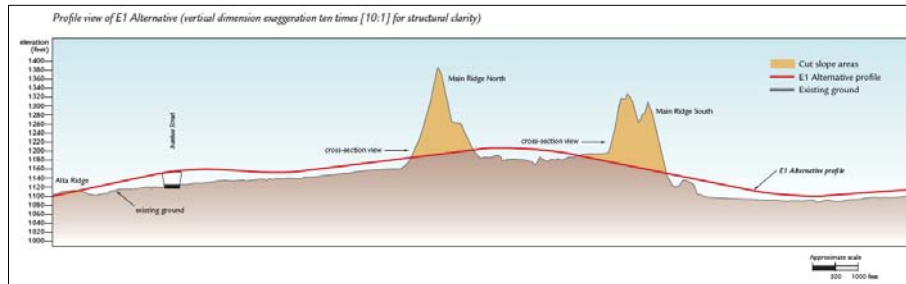
Bridge Options



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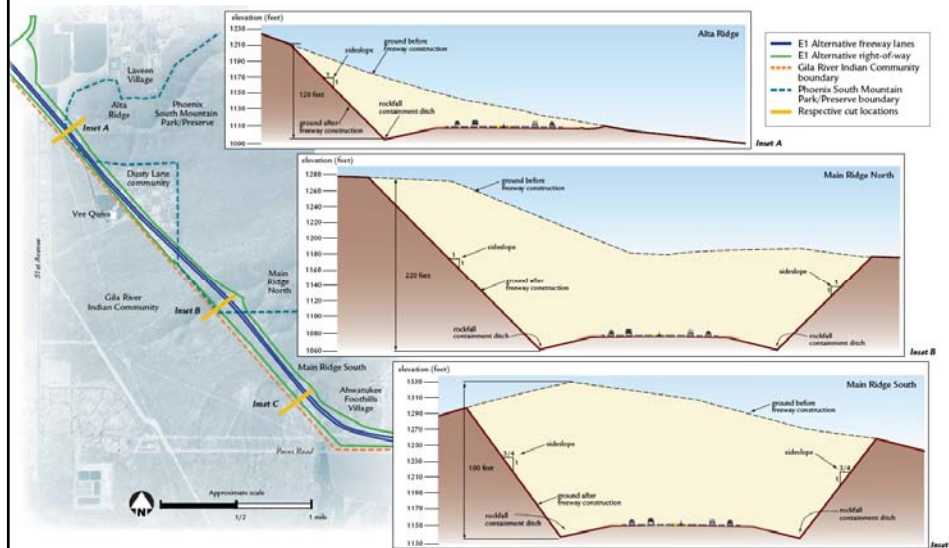
Cut Options



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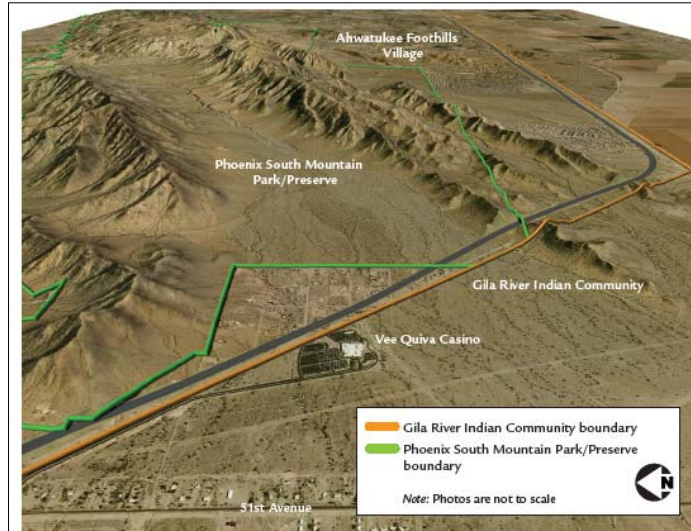


South Mountains' Ridge Cuts





Simulation of South Mountains' Ridge Cuts



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Simulation of South Mountains' Ridge Cuts



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Profile options along Pecos Road section



The study team considered profile design options for the proposed freeway along the Pecos Road section, including :

- Aboveground (rolling profile)
- Belowground (depressed profile)

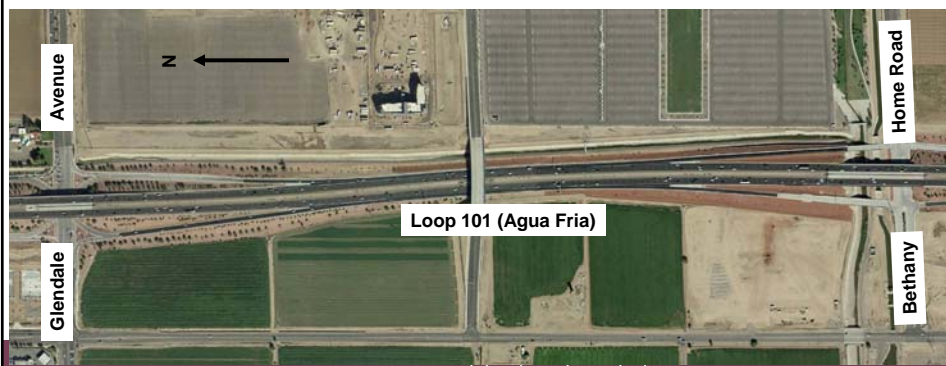
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Profile Options: Freeway Above Existing Ground

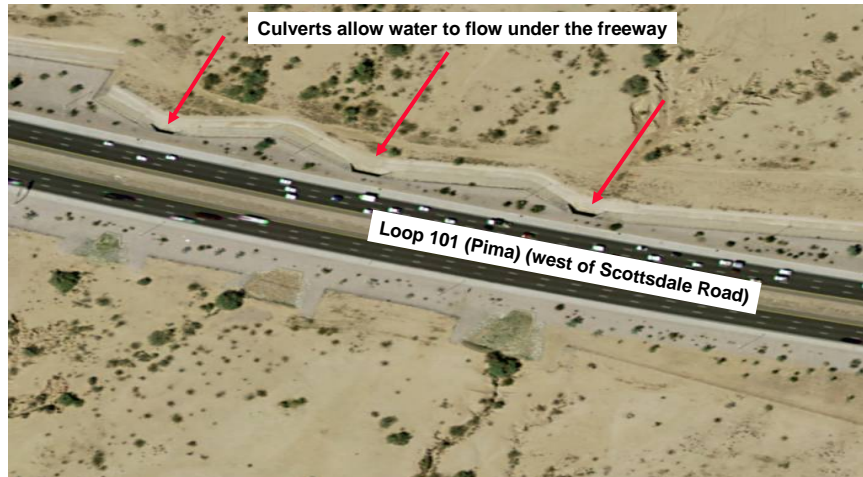


- Rolling profile would be close to the existing grade except at major drainage structures and arterial street crossings
- Profile would rise above existing ground by as much as 30 feet.





Profile Options: Freeway Above Existing Ground



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Profile Options: Freeway Above Existing Ground



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Profile Options: Freeway Below Existing Ground



- Roadway would remain below existing ground, at a varying depth, for almost entire length between 40th Street and ~35th Avenue (west of Chandler Boulevard)
- Typical depths \cong 20–30 feet



Profile Options: Freeway Below Existing Ground

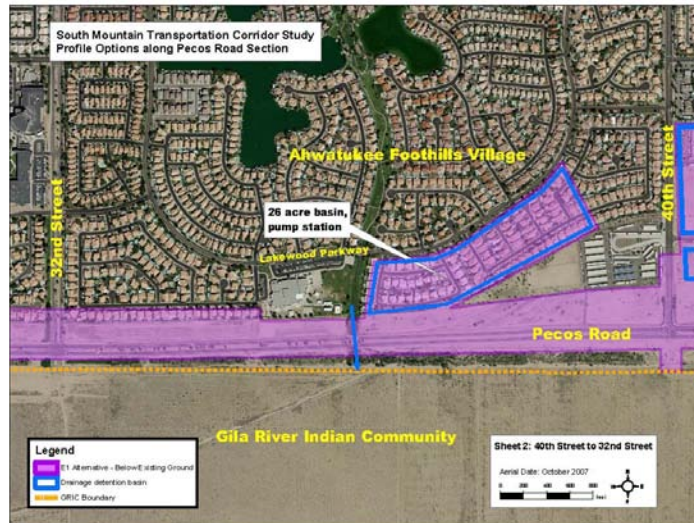


Base drainage plan

- Parallel channel to collect and carry off-site drainage to detention basins
- Approximately 200 acres for detention basins located at major outflow locations
- Up to six pump stations at major outflow locations to pull water from on-site pipes and drain detention basins
- Storm drain pipes to collect and move on-site water to pump locations



Profile Options: Freeway Below Existing Ground



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Drainage design options for profile below existing ground



- Wide channels or parallel basins
- Underground storage
- Off-site detention basins
- Channels or flumes over the freeway

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Profile Options: Impacts to E1 Alternative



Issue	Freeway Above Existing Ground Option	Freeway Below Existing Ground Option
Residential displacements	317	806 with base drainage plan
Cost	\$0.81 billion	\$1.38 billion with base drainage plan
Noise	Noise barriers would be used to mitigate impacts	Noise barriers would be used to mitigate impacts

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How are well impacts resolved?



- New wells would be installed according to Arizona Department of Water Resources (ADWR) requirements.
- If the well were to be acquired, owners would be entitled to well replacement or compensation for lost water.
- Negotiations for well replacement or compensation would occur during the right-of-way acquisition process (after the EIS process is complete) if an action alternative is selected

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Other Right-of-Way Issues



- Homeowner association fees and taxes
- ADOT's right-of-way acquisition process
- For more information on the right-of-way purchasing process, please contact Nan Wilcox with ADOT's Right-of-Way Group at 602.712.6126.

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How is the project funded?



- Current cost estimate for design, construction and right-of-way acquisition for the action alternative is \$1.7 billion
- The estimate will be updated to account for changes in the unit cost of materials and property values. Revised values will be presented at the September 25, 2008, Citizens Advisory Team meeting.
- Potential funding sources for the project include:
 - Regional Transportation Plan - Regional Area Road Fund (RARF)
 - State funding - Highway User Revenue Fund (HURF)
 - Federal funding
 - Other statewide funding sources

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Who makes the ultimate decision?



- The final decision of whether to build the freeway is a cooperative effort, involving:
 - ADOT
 - FHWA
 - MAG

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What is the status of the GRIC?



- ADOT was given permission to study impacts from the action alternative on GRIC land.
- Permission has not been granted to study alternatives on GRIC land.
- ADOT and FHWA are working with GRIC representatives to address the issue of Traditional Cultural Properties (TCPs). It is necessary that this issue is resolved before the technical review can be completed.

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Traditional Cultural Properties



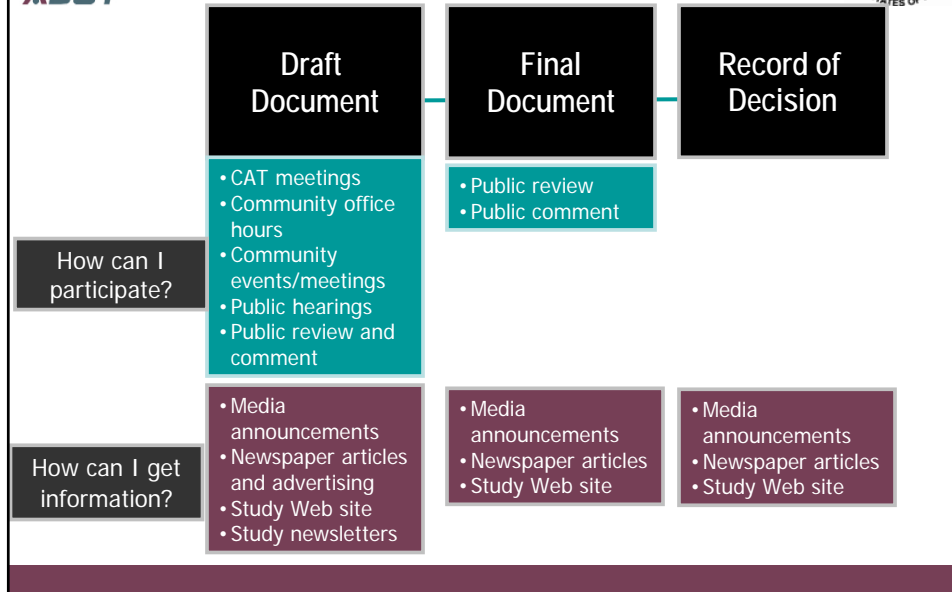
- A TCP is defined as a property eligible for inclusion in the National Register of Historic Places because of its association with cultural practices or beliefs
- South Mountains are considered sacred by some Native American communities



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What is the process moving forward?



Citizens Advisory Team Meetings



- Meetings are held at South Mountain Community College, Student Union, 7050 South 24th Street, Phoenix
- 6–8:30 p.m.
- Public welcome to attend



Citizens Advisory Team Recent Meetings



Date	Subject	Topics
December 13, 2007	E1 Alternative DEIS – Impacts	Projected commercial traffic Traffic study
February 28, 2008	E1 Alternative DEIS – Impacts	E1 Alternative screening Profile options along Pecos Road section Profile options at the South Mountains' ridges
March 18, 2008	E1 Alternative DEIS – Impacts	Floodplains Jurisdictional waters Water resources
April 17, 2008	E1 Alternative DEIS – Impacts	Visual resources Biological resources Land use
May 22, 2008	E1 Alternative DEIS – Impacts	Hazardous materials Geotechnical resources

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Citizens Advisory Team Future Meetings



Date	Subject	Topics
June 26, 2008	E1 Alternative DEIS – Impacts	Environmental justice Social conditions Noise
July 24, 2008	E1 Alternative DEIS – Impacts	Economic impacts Utilities Prime and unique farmlands
August 28, 2008	E1 Alternative DEIS – Impacts	Section 4(f) and 6(f) Cultural resources Preliminary discussion of air quality panel (format, panelists, etc.)
September 25, 2008	E1 Alternative DEIS – Impacts	Public comment summary Cumulative and secondary impacts Construction cost/right-of-way cost/ total cost
October 23, 2008	E1 Alternative DEIS – Impacts	(Topics not covered due to time constraints in previous meetings) Air quality panel discussion (continued) Discussion of SMCAT recommendation format

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Citizens Advisory Team Future Meetings



Date	Subject	Topics
TBD	Air Quality Panel	Air quality (nonstudy-specific)
TBD	Draft Environmental Impact Statement for public review and comment	
TBD	Air Quality Panel	Air quality (study-specific)
TBD	DEIS Open Discussion	Discussion of action versus No-Action Alternative Discussion of mitigation SMCAT discussion regarding the DEIS
TBD	SMCAT Recommendation	SMCAT recommendation regarding Action versus No-Action Alternative

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Continued involvement of Lakewood residents



- Updates at future HOA annual meetings
- Citizen Advisory Team meetings
- Public hearings during review period of Draft EIS
- If the action alternative is selected:
 - Right-of-way acquisition process
 - Noise mitigation design meetings
 - Design and construction public meetings

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Contact Information



Study Web site:

www.azdot.gov/ValleyFreeways

E-mail:

ADOT@PolicyDevelopmentGroup.com

Study information line:

602-712-7006

Study mailing address:

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101 N. 1st Ave. Ste. 1950
Phoenix, AZ 85003

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Questions and Comments





Thank You!

